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25X1 SOURCE

1. The Soviet General-Director of the SAG AMO Berliner Bremsenwerk, formerly Knorr-Bremse, is (fmu) Rudakov, who has held the post since 1949. The deputy-director since the same year is (fmu) Kondrashev.
2. About 80 percent of the production of the plant is believed to go to the USSR. One priority order for compressors, work on which is still going on, is known; the order went into production in early November 1952. The compressors weigh 1.5 tons complete with wheelmount and Diesel power plant. It is estimated that about twenty of these compressors are shipped in seaworthy crates in each consignment. This is the only production program at the Berliner Bremsenwerk on which three shifts per day are working. The production for November and December 1952 was planned to be 200 compressors; the plan was probably fulfilled. The whole order is for 1,000 machines.
3. The dimensions of the crates in which the compressors are packed are 3 x 2 x 1.20 meters. They are loaded onto open flat cars at the plant, and shipped out two to a car. The pistons for the compressors are estimated to be of eight inch diameter at one end, widening to a diameter of 10 to 12 inches; they are about 15 inches long. The pistons are made of grey iron casting (Grauguss). A rather large proportion of them has been returned by the Bremsenwerk to the foundry which makes them, because of faulty dimensions, holes and other defects. The pistons have a lengthwise cylindrical hole three inches in diameter. The dimensions of the Diesel power plant for the compressors are 1.5 x 1 x .80 meters. The compressors are delivered as a reparations order, number unknown.
4. These machines are accepted by an unidentified Russian who does not maintain his office on the plant premises. He is 45 to 48 years old, about 182 centimeters tall, thin, always wears a snap-brim felt hat. He has been coming to the plant since December 1951. The chief German acceptance engineer is (fmu) Meyerle, who is aided by a few assistants. Director Rudakov also often looks in on the work of the acceptance engineers checking the compressors.
5. Reports were made on the results of tests on the first model of the compressor by the technical bureau of the plant during the summer of 1952. The bureau had to work for twenty-four hours without stop to compile the results of the tests.

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